

Applicant CITY OF SEATTLE DEPARTMENT OF CONSTRUCTION AND LAND USE	Page	of	Supersedes
	1	2	N/A
	Publication		Effective
	April 28, 1986		June 9, 1986
Subject PARKING REDUCTIONS DUE TO TRANSIT SERVICE	Code and Section Reference		
	Land Use SMC Section 23.54.20F		
	Type of Rule Code Interpretation		
Index LAND USE/TECHNICAL REQUIREMENTS	Ordinance Authority		
	SMC 3.06.040		
Approved		Date	
<i>Holly Miller</i>		5-29-86	

The Parking Quantity Exceptions Section of the Land Use Code provides that:

F. Reductions to minimum parking requirements for nonresidential uses

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2. Transit Reduction

In commercial zones, except pedestrian-designated zones, the minimum parking requirement for nonresidential uses, except institutions, may be reduced by twenty percent when the use is located within eight hundred feet of a street with midday transit service headways of fifteen minutes or less in each direction. The distance shall be the walking distance measured from the nearest bus stop to the property line of the lot containing the use.

Rule

For the purposes of using Section 23.54.20F, "midday" shall mean noon on weekdays.

Reason

Bus service is usually consistent during the week and is reduced on weekends and holidays, so that using weekday bus schedules reflects the headways which occur most often. Weekday schedules also coincide with primary business hours for most businesses.

Rule

For the purposes of using Section 23.54.20F, "headways" shall mean the time elapsed between buses traveling in the same direction on a street within eight hundred feet of the site. The buses need not be on the same route. The beginning headway time shall be before noon (or noon exactly) and the ending headway time shall be after noon (or noon exactly), and no more than 15 minutes shall elapse between the two times.

A bus stop for each route used in calculating the headway shall be located within eight hundred feet of the site.

When a particular bus stop is not one of those listed with a specific time in a current bus schedule, the applicant shall supply the times for the nearest stop shown in the schedule.

Reason

A site that is served by multiple bus routes which when combined, mean that buses are arriving and departing at least every fifteen minutes, should be considered to have good transit access and therefore should qualify for the reduction in parking. Such a site is accessible by transit to people from several areas of the City, making transit a viable alternative to private transportation and thereby potentially reducing the parking demand.

For example, a site located within 800 feet of bus stops for the following routes and headways would qualify for the transit reduction.

Route 72:

NB 11:52	SB 11:31
12:28	12:03

Route 73:

NB 11:31	SB 11:59
12:13	12:10

Route 74:

NB 11:31	SB 11:51
12:01	12:21

NB = Northbound
SB = Southbound

Even though individually, these routes would not qualify, taken together they do. For northbound buses, there are buses at 11:52 (Route 72) and 12:01 (Route 74) which is a 9 minute headway at midday; for southbound buses, there are buses at 11:59 (Route 73) and 12:03 (Route 72) which is a 4 minute headway at midday.